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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

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BIRTH.

On the 10th January, at Anping, South Formosa, the wife of H. W. ARTHUR, of a son. [208]

HONGKONG OFFICE: 104, DES VUE ROAD C LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JANUARY 19TH, 1912.

THE tribute paid to the Maritime Customs Service of China in the article we reproduced from *The Times* a few days ago in no way exaggerates the important part the Service is playing in staving off intervention by the Powers. By collecting the revenue and banking it in foreign banks, the Inspector-General, as Dr. Morrison says, not only assumes the responsibilities of the Chinese Government, *vis-à-vis* the bondholders, undertaking, as far as the restricted revenue collected in disturbed times permits, to meet the Government liabilities; he also removes a serious responsibility from the shoulders of the foreign representatives in China by protecting the interests of their nationals who have advanced money to China on the security of the Customs. But for the existence of a Customs service under foreign management, intervention would have been necessary at the outbreak of the revolution, for money to carry on the war has been badly needed by both sides, and had the Customs service been a purely Chinese service we all know what would have become of the larger part, not the whole, of the revenue, unless the Government had promptly intervened to protect the interests of foreign bondholders. Thanks to the neutral position occupied by the Customs service with the consent of both

parties in the civil war, Chinese bonds appear to have remained fairly steady in the home markets, holders feeling assured that the Customs revenue is protected and will be devoted to the protection of the bonds for the security of which it was assigned by the Chinese Government. Even the fact that trade has suffered so seriously during the past few months gives but little cause for alarm, because the bondholders will feel confident that their interests are not likely to be permanently impaired. But the merchant has less reason to take a complacent view of the situation. Trade everywhere is stagnant. In a Shanghai piece goods report we read that "goods in stock are piling up in enormous quantities in the godowns here, and the markets in the interior remain bare and unsupplied, while the period for selling winter stuffs is nearly over and a very large portion of the whole will have to be carried over for use next season." That is a story applicable to nearly every port in China, notwithstanding the fact that imports must have declined to an enormous extent in the last quarter of the year. Incidentally this must have involved a heavy loss of Customs revenue, for the revolution broke out in the early days of October and trade all over the country has been interrupted ever since. There can be no hope of improvement so long as a state of war prevails in China. If the negotiations for peace fail, the Powers, as Dr. Morrison has said, will be confronted with an immensely aggravated situation. Telegraphing to *The Times* on December 24th he expressed the view that if the conference, despite the unofficial warning of the Powers, broke up without a settlement or even a palliative, two courses alone appear open—to let the contending parties fight it out in their own way, or to support YUAN SHIH-KAI. "If they stand aloof," he said, they risk a financial deadlock in Peking, carrying with it a collapse of authority, disaffection, probably mutiny of the troops in the field, the certain spread of anarchy in the northern provinces, possible disorders in the Capital, and the dispersal of what many regard as the only nucleus of a stable Administration. If they support the present Government they incur the Olympian wrath of the revolutionary party, who will represent them as thwarting the aspirations of what claims to be the most intelligent half of the nation and as championing the cause of tyranny and oppression. They risk a retaliatory boycott in the South and in the Yangtze, with the possibility that the whole movement would assume an anti-foreign character. Great Britain in particular would estrange the numerous Chinese communities in her Far Eastern colonies, whose sympathies are preponderantly revolutionary." Since this was written the situation has materially changed by the reported collapse of the Throne's opposition to the revolutionary demand; but in any case it would have been impossible for the Powers either to remain inactive spectators of a protracted struggle in China or to support YUAN SHIH-KAI. The Powers have immense interests at stake in China, and these chiefly lie in the provinces which acknowledge the authority of the Revolutionary Government. In the event of the representatives of the contending parties failing to reach a settlement, it seems to us that the only course open to the Powers would be to come forward with an offer of mediation and proposals of their own. They cannot stand entirely aloof much longer, nor, having regard to the success attained by the Revolutionary movement, can they give their support to YUAN SHIH-KAI, with any prospect of restoring peace and order in China. This end is much more likely to be achieved, it seems to us, by supporting the Revolutionaries. But it is sincerely to be hoped that the need for intervention will not arise, though it is evident that if a settlement is effected during the next fortnight it must be on the basis of Republican Government for the whole of China.

The Portuguese gunboat *Patria* came into port yesterday afternoon from Macao.

Two telephones have been installed in the City Hall for the use of the Far Eastern Association of Tropical Medicine. They are numbered 34 and 35.

The Colonial Secretary's Office is in receipt of a telegram from Singapore saying that Hongkong has been declared an infected port on account of the prevalence of small-pox.

The dumping of dead bodies continues in the Colony. Three fresh cases, all young children who had apparently died from natural causes, were reported to the police yesterday.

H. E. Wen Tsung-yao has been appointed Commissioner of Trade and Foreign Affairs for Shanghai. Mr. Wen is an old Queen's College boy and is at present Dr. Wu Ting Fang's chief assistant in conducting the peace negotiations.

The French Mail of the 19th December was delivered in London on the 17th inst.

At the Magistracy yesterday a Chinese was charged with the larceny of a quantity of chicken feathers, valued at \$70, from a godown at Yau-mat. The case was remanded.

A small boy, charged at the Magistracy yesterday with snatching a gold earring from a Chinese lady's hair, was sentenced to three months' imprisonment and to receive 24 strokes with the birch.

A man who was brought before Mr. Irving at the Magistracy on Wednesday on a charge of inciting a crowd to attack the police at Kennedytown the previous day and discharged because the sergeant was not present in Court, yesterday appeared before Mr. C. D. Melbourne on a charge of disorderly conduct in the police station, and was fined \$25.

The confidence trick, notwithstanding the publicity given to it, was successfully worked on Wednesday, two simple individuals being deceived by men who professed to have found a bundle of notes which they wished the guileless ones to change for them, and obtaining from them articles of personal jewellery as security before they went off with the notes. The bundle of "notes" was found, as usual, to be worthless paper.

The Times in a recent leading article on the situation in China remarks: "There is no appreciable distinction between furnishing one of two combatants with arms, and furnishing him with the money to buy arms. The one is practically as wide a departure from neutrality as the other." Quite so; and yet in all parts of the globe where Chinese communities exist it is well known that the neutrality laws are being disregarded in this respect. Donations are openly canvassed for, and even in Hongkong grievous bodily harm has been threatened to men who have hesitated or declined to contribute.

THE PASSING OF THE QUEUE.

It is remarkable, says a correspondent of the *Manchester Guardian*, how few students of ancient Chinese history have perceived the fact that the earliest Huang-nu (B.C. 200-A.D. 200) and their immediate descendants the Turks (A.D. 500-800) all wore plaited hair. "From the scant descriptions given of a fashion so un-Chinese we are unable to say whether these plaited corresponded absolutely with the modern Manchu queue, but it is certain that the expression 'hair plaits and lapel buttons on the left' has for two millenniums been the diplomatic expression for 'non-Chinese way' in speaking of all Tartars. It is also certain that the Tanyuhun—a race akin to the Manchus who emigrated from Liaotung 1,500 years ago and formed a powerful empire in the Koko-nor region—also wore hair plaits. Probably the Avars, Hephthalites, and others did so too. Even the unmarried Korean ladies and men (until the 'parting of the ways' ten years ago) wore plaited hair, indistinguishable from the Manchu queue, except that the front of the head was not shaved.

Nothing whatever was known of the private life of the Manchus after the Ming dynasty had chased out the Mongols in 1359. The ancient desire of the Chinese heart was thus forwarded to keep all Tartars and Europeans out of sight and mind. When, however, the Ming dynasty grew rotten (1629) and the petty Manchu-tribe began first to unite all its kinsmen, and then to aspire to universal Imperial power their rulers had no way of clearly differentiating the 'faithful' or renegade Chinese who assisted them in various ways beyond that of making them adopt the handy Manchu dress and pigtail instead of the complicated 'top-knots' and puffy sleeves, petticoats, and so on of the Ming. The more Chinese flocked to their banners the more urgent it became to invent some unmistakable means of identification. When at last the Manchus grand change came on the suicide of the last Ming Emperor in 1644 Dorkun, the Regent uncle in charge of the Manchu boy Emperor, decided that all Chinese now being 'subjects,' they must wear the pigtail at least.

Other supplementary rules were proclaimed, and amongst other things it was decided to stop female 'squeezed feet.' But as this last ordinance involved prying into Chinese houses it was thought better not to insist. All males, however, under pain of death were ordered to adopt the Manchu queue, and also to shave the front of the head entirely, except during periods of mourning. Only in one (then only half conquered) part of China—the fierce region around Swatow—was this peremptory law in part resisted by adopting the device of wearing black turbans and twisting up the queue beneath; but even then in addressing a mandarin in the turbaned individual was obliged always to 'drop his hair.' To this very day the Swatow seamen and soldiers have tacitly been allowed to hide their pigtails, probably on the broad and sensible ground of *de minimis non curat lex*. To this very day, too, a polite 'boy' who twists his hair up to dust the room speedily 'drops it' if his master or a Chinese superior addresses him. There is only one point about the Manchu and Tartar pigtail on which history is not perfectly clear. The Hans, Turks, Tanyuhun, and others probably adopted plaited hair, being 'horseback States,' they were absent from home on raiding expeditions from Korea to the Volga for months at a time and found the mode convenient. It is probable (though we do not know) that they also shaved the front as the Manchus do, otherwise the mass of plait would have been unwieldy on horseback.

GRANDMOTHER'S CURE FOR A COLD was a hot bath followed by a purgative at bed time. The same remedy holds good now, but instead of a purgative use PINKLETS, the little Pink-lets. They are, however, as gentle as nature. 60 cents a tube of Chemists, or, The Dr. Williams' Medicine Co., 84 D. Szechuen Road, Shanghai, post free.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE REVOLUTION.

THE BOMB OUTRAGE AT PEKING.
An officer and a soldier of Yuan Shih Kai's escort have died of wounds sustained in the bomb outrage.

ANARCHY IN THE CENTRAL PROVINCES.

Mr Sowerby (whom we take to be a Baptist missionary stationed at Taiyuefu), who has been on a relief mission, found the provinces of Shensi, Shansi, and Honan in a state of anarchy. Outlaws and Revolutionists were indistinguishable. The Imperialists were equally lawless. Towns and villages were deserted, and people were living in caves and on the mountains.

GREAT MASSACRE OF MANCHUS.
The gates of Sianfu were closed for four days while mobs murdered 10,000 Manchus.

INDIAN TROOPS FOR CHINA.

A Calcutta telegram states that the 25th and 26th Punjab leave Karachi for Hongkong, at the end of the month, in connection with the situation in China.

PRINCES ACCEPT REPUBLICAN TERMS.

Reuter's correspondent at Shanghai states that Tang Shao Yi has received a telegram from Peking stating that the Imperial Princes are unanimously in favour of acceptance of the Republican terms.

It is believed that the negotiations with a view to a peaceful settlement are nearing completion.

THE QUEEN OF HOLLAND.

London, January 18th.
A telegram from The Hague states that well-founded reports dissipate the hopes aroused by the repeated absences of Queen Wilhelmina from the Court.

FIGHTING IN MOROCCO.

London, January 18th.
French and Moorish forces have been despatched to raise the siege of Saffin, where sharp fighting took place on the 15th and 16th inst. The rebellious tribesmen, who were routed, fled in disorder, abandoning their camp and many dead. The French had six wounded.

THE SEIZURE OF THE "CARTIAGE."

London, January 18th.
A Paris telegram states that France has notified Italy that she reserves liberty of action regarding the seizure of the steamer *Cartilage*. Law experts are now considering the matter.

THE HAMBURG-AMERICA LINE.

London, January 18th.
The Hamburg-America Line has declared a dividend of 9 per cent, as against 8 per cent in 1910. The balance of twenty-nine millions of marks is to be transferred to the writing off account and reserves. It is proposed to increase the capital by twenty-five millions of marks.

The increase in the capital is due to the expansion of business and developments arising in connection with the Panama Canal.

ROYAL VISIT TO NEW YORK.

London, January 18th.
The Duke and Duchess of Connaught will pay a four days' visit to New York next week.

OSAKA FIRE RE-STARTED.

London, January 18th.
Reuter's correspondent wires that the fire at Osaka re-started yesterday evening, but was extinguished at midnight. The damage is estimated at three million sterling.

THE GERMAN NAVY.

London, January 18th.
Berlin telegrams state that the *Taegliche Rundschau* announces that the new third high seas fleet will consist of eight ships. Two battleships have already been commissioned.

TURKISH POLITICS.

London, January 18th.
Constantinople telegrams state that the Senate has agreed to the dissolution of the Chamber.

[THROUGH REUTER'S AGENCY.]

GREETING THE KING.

London, January 18th.
A telegram from Toulon states that a Dreadnought is to be added to the French squadron which will meet Their Majesties at Malta. The squadron will also include battleships, cruisers and torpedo boats.

LATER.

Reuter's correspondent at Rome says it is announced that an Italian squadron will meet King George at Malta.

LATER.

Reuter's correspondent at Port Sudan telegraphs that the *Medina* arrived yesterday morning, and Their Majesties, who were received by Lord Kitchener, Lieut.-General Sir F. Wingate, and others, landed. There was a picturesque assemblage of native chiefs including former followers of the Mahdi, who rendered homage. Their Majesties took train for Sinalta, where they reviewed 3,500 "camelry" and witnessed native dances. They returned in the evening, and the steamer sailed for Suez.

LATER.

The King, replying to an address presented to him at Port Sudan, referred with satisfaction to the contentment of his loyal subjects in the Indian Empire, and dwelt on the gallant deeds of the British and Egyptians in the past in the Sudan. He hoped that the record of the thirteen years of administration had proved that the aim of the Government was to develop its resources and bring peace and prosperity to the Sudan.

ULSTER AND HOME RULE.

London, January 18th.
The Liberal newspapers regard the attitude of the Ulster Council as bluff, but consider it likely to stir up passions in Belfast productive of the gravest situation. They declare that any violence offered to Mr. Churchill and Mr. Redmond would simply assure the immediate passage of the Home Rule Bill.

The Unionist papers urge the abandonment of the invitation to Mr. Churchill who, however, is described as being inflexibly resolved to speak. The *Morning Post* hopes that the Council will reconsider its attitude, and says it would be wiser if Orangemen guaranteed Mr. Churchill safe conduct.

The *Daily Telegraph* hopes that Radicals will recognise that Ulster is in a dead earnest. The *Standard* says it is inevitable that there should be a response to the insolent challenge of the Liberals.

DISASTROUS GALE IN GREAT BRITAIN.

London, January 18th.
A south-easterly gale has raged over Great Britain. There were many fatalities and much damage was done to harbour works and shipping. A German steamer was wrecked on the Goodwins, and the Ramsgate lifeboat made gallant and timely rescue. A large steamer was seen to founder head first off Peterhead, and it is believed that all hands are lost.

SNOWSTORMS IN GREAT BRITAIN.

London, January 18th.
There have been snowstorms in the provinces of England. In Scotland a mail train was snowed up for five hours. The Dalwhinnie railways in Wales are blocked.

EUROPEAN CHARGED WITH THEFT.

At the Magistracy yesterday afternoon the hearing of the charge against Miss Virgil Ward, Hollywood Road, of stealing \$150 from the person of Charles James Kirkpatrick on the 7th inst, was proceeded with. Mr. Otto Kong Sing appeared for the prosecution, and Mr. Griest was for the defence. Complainant, who was formerly connected with the navy, stated that he took the defendant for a motor trip to the Belle Vue Hotel, where they had drinks in the company of several young men. When he reached over the table in the direction of the woman she put her hand in his pocket and took out a bundle of notes. He had in his pocket about \$150. He asked for them back and she refused, and when he threatened to go for the police a man offered him \$80 to allow the matter to drop. However he refused and went for the police. Sergt Pitt returned with him to the hotel. He went in and came out with \$115 and 6 pence. Witness left the case in the officer's hand; hence the prosecution. Witness under cross-examination said he started out with \$195 that morning and all he spent before he went to the hotel was \$5 on gloves for the woman. After hearing the evidence, his worship dismissed the case.

THE HARBOUR "SENSATION."

PRIESTS' MISUNDERSTANDING.
At the Magistracy yesterday Mr. C. D. Melbourne had before him nine men belonging to a Chinese launch who were charged with demanding money by menaces from the Rev. Murtagh Shiell and the Rev. T. J. Madigan, two Roman Catholic priests. L. S. Willis conducted the prosecution and Mr. J. H. Gardiner appeared for the defendants, who all pleaded not guilty. Father Thomas James Madigan stated that he arrived from Manila on Monday night by the *Tacoma Maru* in company with Father Shiell. They boarded a launch to go ashore and after steaming for about 20 minutes the crew surrounded them and demanded \$2 each from them to take them ashore. Witness told them he had got ashore, but would pay the men when they got payment there, and then, Father Shiell thereupon paid them \$2 in paper money. One of the crew brot the forward a lamp to look at the money. Then two of the men began to use strong language and demanded \$2 more for the other passengers. Father Shiell pointed out that the \$2 was in gold currency and was sufficient. The squabbling continued until the shore was reached, the launch not being taken to a proper landing-stage. Witness and Father Shiell had no idea of where they were, but after walking for some time they arrived in the city and found the Astor House Hotel. His Worship—You are charging them with obtaining money by menaces? What were the menaces?—Well, they were talking Chinese, and it appeared to us if we did not pay them what they asked it would be dangerous to us. Sergt. Willis—Did you feel frightened by their attitude?—Yes. There was no landing place?—No. When we got near the shore they said "wait a while." His Worship—What did they mean? Witness—I suppose they wanted us to wait until we got nearer the shore. Other people were jumping off?—Yes. Were there other passengers?—I could not say. There were no other white people. Cross-examined—When he got on the launch he made no inquiries as to what it would cost them to get ashore. He did not know that the launch had been waiting for the arrival of the steamer. Do you think \$2 was excessive?—I did not expect to pay anything. Oh, you expected a free trip?—I expected to go on the Astor House Hotel launch. Well, knowing it was not—that it was the *Hoi Ping*—do you think the fare was excessive?—Yes I do. It was not so much the fare as their threatening attitude. But you were refusing to pay?—Yes. You still think \$2 was excessive?—Yes. The Rev. Murtagh Shiell gave corroborative evidence. Cross-examined—He did not speak Chinese. He did not think the men were saying nice things about them. It was peculiar that the men should have surrounded them. Mr. Gardiner—Not so peculiar in the circumstances. You refused to pay at first. Witness—Why did they not wait until we got ashore? Mr. Gardiner—You were strangers. Did you think \$2 was an exorbitant payment? Witness—When they asked, I did not consider it as a payment for the launch. Did you expect them to ask again or did you expect a free ride?—I did not know the system employed on the launches here. This was not a launch chartered for you by the Astor House?—I have often travelled on launches. For nothing, I dare say missionaries often do. You realised when you got on the launch that it was not the Astor House launch?—Yes I thought it was some other hotel launch. And that consequently you would get a free ride?—Yes. You were rather astonished when they asked for \$2?—When they asked for money I considered it a threat. Did you know there were other passengers besides yourselves?—I think there were some Japanese passengers. You attach importance to the words "you pay me and not the boat"?—Yes, evidently there was a plot against us. Mr. Gardiner said there was no case to answer. It must be clear to his Worship what had taken place. His Worship said the reverend gentlemen must have been under misapprehension when they were asked for the two dollars. He did not think there were any menaces. Defendants were discharged.

THE DANGER OF SELF-CONCEIT.

DETROIT GUARDSMAN'S WARNING.
January 3rd was the anniversary of the fall of Port Arthur in 1905, and Lieutenant General Ishinaka, Commander of the Osaka Division, was requested by the *Osaka Asahi* to give some reminiscences in connection with that great event. Instead, this war veteran said:—"The long siege by the Japanese forces of the Russian fortifications at Port Arthur, and the surrender of the fortress on the 3rd of January seven years ago, has now become a dream. The memory as the recollection of a dream. The spirit of the times is constantly progressing, and it is no longer the time to talk self-conceit for the nation in general to awake from the self-conceit from which it has been suffering since Japan's victory in that disastrous war. Japan certainly gained the day in her wars with China and Russia; she can avoid further war. Peace is really what we now wish to enjoy at all costs, but the world is leaning towards the danger-line rapidly. Supposing the friendship existing between this country and a certain foreign nation is broken, can Japan be certain of winning her battles this time? As a self-conceited as you like, but a lamprey will not always be found under a river willow tree." As a popular Japanese proverb says: "While victorious Japan is still under the influence of victory, Russia, the defeated, is silently engaged in solidifying and improving its national administration. China is now in a very dangerous condition. Assuming that the present Revolutionist affair is satisfactorily settled in some way or the other, it is not altogether unreasonable to presume that the country may during the next few years make some big demands against other nations. At such a time, Japan is the party that will be most affected. No one knows what attitude or ideas the Chinese will adopt when the country becomes revolutionized, and more reliance on this possibility should induce the Japanese nation, past and present alike, not to think lightly of devoting themselves to New Year merriment with their best kimono on. This is the reason why I refrain from referring to my efforts, such as they were, in connection with the late great war, in spite of your urgent request to do so."—*Japan Chronicle*.

SUPREME COURT.

Thursday, January 18th.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR THE CHIEF JUSTICE
(SIR FRANCIS PIGOTT).

DETAINING CHILD.

Leung Ho was charged with detaining a child under the age of 14 years. Mr. C. G. Alabaster instructed by the Crown Solicitor, (Mr. J. H. Kemp) appeared to prosecute. Prisoner pleaded not guilty, but was undefended. The following jury was empanelled—A. W. Snowman (foreman), J. M. Vieira, C. E. Warren, G. M. Smith, H. S. Kennett, A. Mordoch, H. Finks. After lengthy evidence had been heard, prisoner was convicted and sentenced to five years' imprisonment.

STEALING FROM A CHILD.

Ng Hung was charged on a charge of having stolen a bangle from a child. He pleaded not guilty, and was undefended. The jury was the same as in the previous case. Prisoner was sentenced to five years' imprisonment with hard labour and twenty-four strokes with the birch.

BEFORE MR. H. H. J. GOMPERTZ
(PUNISH JUDGE).

FORGERY BY A BANK CLERK.

Abdool Rajack Samy, 17, formerly a clerk in the International Banking Corporation, was arraigned on a charge of forgery and falsification of accounts.

Hon. Mr. W. Rees Davies, K. C., Attorney General, instructed by Mr. P. M. Hodgson, Assistant Crown Solicitor, appeared to prosecute on behalf of the Crown, and Mr. Eldon Potter, instructed by Mr. P. W. Goldring, represented prisoner. Mr. C. D. Wilkinson watched the case on behalf of the International Banking Corporation. Prisoner pleaded guilty to all the counts, fifteen in number.

The Hon. Attorney General said the prisoner had been employed by the Bank as an apprentice on two ledgers at a salary of \$20 a month. There were three charges of forgery, divided into eleven counts. The charge of obtaining money by fraud was divided into two counts and the falsification of the counts was also divided into two counts. As regards the forgery, the first eight counts were in respect of eight cheques forged in the name of Li Po Chun for various sums drawn on the International Bank amounting to \$6,000 between the dates of July 31st and September 11th of last year. The other three counts for forgery were with respect to four cheques forged in the name of Lo Chun Wang amounting to \$17,000. These cheques were between the dates of November 1 and November 11. Counsel described how the accounts were manipulated and added that he had been requested by the International Bank to state that \$15,000 had been traced, and had been attached by an order of the court.

His Lordship—What are the total defalcations?

Hon. Attorney General—\$23,000 approximately.

Mr. Potter asked his Lordship to bear in mind the extreme youth of prisoner and said there were certain facts and circumstances in the case which he hoped would satisfy his Lordship that prisoner had fallen in with escaped justice. He submitted that it was impossible to imagine that prisoner, who was only a boy, could have been the prime mover in that apparently systematic fraud. Mr. Potter endeavoured to show that the fraud commenced long before prisoner joined the bank, and that the cheque which formed the subject of a prosecution at the November Assizes was part of the fraud.

His Lordship—He appears to have got \$15,000 out of \$23,000.

Mr. Potter contended that it was quite possible that the money was lying in prisoner's name and had not yet been divided. Mr. Wilkinson who appeared for the bank informed him that prisoner told Mr. Wilkinson that the money was to be divided later.

His Lordship—I cannot take statements of that sort.

Mr. Potter said it was obvious that there must have been other persons implicated in the swindle, as prisoner was not charged with uttering the cheques. Somebody must have presented them, and apparently that person was not prisoner. It was inconceivable that a boy of 17 could dominate a grown-up man and cause him to present the cheques.

His Lordship—The person who presented them might have been an innocent tool?

Mr. Potter—It is impossible that any person would take a cheque from that boy believing it was his own money. Whoever the person was who presented the cheques must have known that they were not prisoner's own. It was noticeable that there was no fault found with prisoner up to August 1, and that at the time of his arrest prisoner made a clean breast of the whole thing, and confessed his own part of the affair to Mr. Wilkinson. His Lordship would also remember that they were not dealing with a hardened criminal and would treat him rather as a boy, who, if he got a chance to do so, would lead a different life after the bitter lesson he had received. It was an exceptional case, particularly in regard to

prisoner's youth, and he would respectfully impress upon his Lordship to deal with prisoner in an exceptional way. If his Lordship sent him to a long term of imprisonment they all knew that the surroundings were likely to turn him into a hardened criminal.

His Lordship—I don't know. The long sentence prisoners seem to come out better. It is the short sentence prisoner who comes out worst. Continuing his Lordship said he felt some difficulty in that case, as prisoner was very young. It was impossible to believe that he was a mere tool. He would defer sentence until to-morrow morning, as the facts were very complicated, and he was not then prepared to say what would be an adequate sentence, having regard to all the facts.

Prisoner will come up for sentence at 10 a.m., this morning in the Second Court.

ARMED ROBBERY.

Three Chinese, So Tai, So Loi and Chi Mun were charged with having on December 5th last, at Taiipo market, stolen with actual violence a quantity of jewellery from Cheung Chan Sau and Chan Yee. The Attorney-General (Hon. Mr. Rees Davies, K. C.) instructed by the Assistant Crown Solicitor (Mr. P. M. Hodgson), appeared to prosecute on behalf of the Crown. Prisoners were undefended. The following jury was empanelled—O. F. Ribeiro, J. McCorquodale, S. M. O. Remedios, W. Whiteley, J. M. Tavares, A. Hamilton and J. M. Irving.

The Attorney-General, in his opening statement, said the evidence showed conclusively that there was a robbery. Eight men entered the house of the complainants, and two of them were armed with revolvers. All three prisoners were boatmen or fishermen. The prosecutor definitely identified the first prisoner, as he saw him with a revolver in his hand. He was also identified by a pawnbroker as the man who pawned part of the stolen property. Another pawnbroker stated that the prisoner attempted to pass two gold ornaments, which were also portion of the stolen property, and when arrested the man found some of the stolen articles in a bundle. As to the prisoners two and three the evidence was not so conclusive. The evidence against No. 2 prisoner was his own admission that he went with a number of other men to the house in question. No. 3 prisoner was seen running away from the scene of the robbery and part of the stolen property was found on him.

So Tai was sentenced to seven years' imprisonment with hard labour, and the other two prisoners were each sentenced to three years' imprisonment with hard labour.

REMARKABLE DISPUTE.

KING ALFONSO AND HIS AUNT.

A dispute has just broken out between King Alfonso and his aunt, the Infanta Eulalia, who is at her residence in Paris. The Infanta received a telegram dated from the Palace of Madrid, Dec. 2, from King Alfonso, and running thus:

"I am furnished from newspapers that you are publishing a book as Contessa Avila and by other news. I suppose that this will cause a great sensation, and I order you to suspend until I have knowledge of the book and you receive my permission to publish."

The Infanta replied:

"Much surprised that you judge a book before perusing it. That is a thing which only happens in Spain. Having never cared for Court life, and having always held aloof, I take this opportunity of bidding you farewell, as after this proceeding, which is worthy of the Infanta, I consider myself free to set as I may think fit in my private life."

These despatches were, says M. Jules Bois, who contributes an article on the subject to the Temps, shown to him by the Infanta Eulalia, who, he continues, told him that: "After the way in which her son had been treated lately, he having responded with patriotic devotion by taking a campaign in Morocco without receiving reward the cup was full. She had given orders for the sale of her estates in Spain, and preferred to retire absolutely into private life."

She added: "I shall be happier, as I shall be allowed to retain my personality."

M. Jules Bois goes on to explain that the title of the book which is about to appear is "Un Fil de la Vie." The name of the author will be Contessa Avila, but the preface, in which she assumes responsibility for this work, will be signed "Eulalia, Infanta of Spain."

He describes the book as written in a flowing and clear style in the French language, and says that the principal chapters deal with "the general causes of happiness, the training of the will, the complete independence of woman, equality between the classes by means of education, with Socialism, religion, marriage, prejudices, and traditions." The Infanta said to him: "In the evening I write out near my library the notes that I take in the morning round the Rond Point d'Antoni, which remains a little of Normandy, where I often pass the summer. Nature is my mistress. I am always about at seven, after having had a cold bath. In the evening, when I am not at parties—and I hardly go out more than twice a week—I work. Temperance and hygiene have kept me my energy and my health."

M. Jules Bois states that the book is in favour of divorce, which the Infanta defends "in the name of reason and of facts," but she wants it to be "a law of justice and not as often happens, a tacit agreement covering liberties."

She holds that "woman is in principle the equal of man," and she wants her to become "the useful collaborator without ceasing to be the generous companion in the sharing of joys and sorrows." Such is the substance of M. Jules Bois' article in the Temps.

King Alfonso's rebellious aunt, the Infanta Eulalia, has not been at loggerheads with the Spanish Court for the first time. Years ago she and the Queen-Mother found themselves at variance, and the Infanta betook herself to Paris, where she has resided more or less ever since. However, at the Coronation or Installation, as it is called in Spain—the Infanta was invited to be present, so as to have a united Royal family for the occasion. Her husband, Prince Antonio, from whom she had long been separated, was also invited, and they appeared together at the ceremony. Prince Antonio is a son of the late Duc de Montpensier, who was always an unmanageable young person—a fact which was emphasized when the family honours and the greater part of the estates were left to his brother.

THE REVOLUTION.

YUAN SHIH-KAI AND THE POWERS.

FOREIGN INTERVENTION FEARED.

The Peking correspondent of the Times wired under date, Shanghai, December 24:—

No reply has yet been received from Yuan Shih-kai, and there is no change in the situation; but evidence is accumulating showing that the unreasonable fear that Japan and Great Britain are pledged to take concerted measures to prevent the establishment of a Republic in China is blocking the way to Yuan Shih-kai's freedom of action.

Yuan Shih-kai's position has been largely improved by Mr. Hsiao, the Japanese Minister to China, that Japan will in no circumstances recognize a Republic in China; also that Wang Tui-shih, the Chinese Minister in Tokyo, has telegraphed to him that Japan is prepared to despatch two divisions of troops to Wu-chang should China decide upon a Republic Government.

Questioned by Tang Shao-yi, a Japanese Councillor of Embassy who is here on special duty to deny the truth of both stories, it may be said that the whole action is waiting the decision of one man—Yuan Shih-kai—must cause the issue of an Imperial Edict inviting the expression of the people's will by means of a National Assembly to be convened in Shanghai, or must resume hostilities, or must resign the Premiership, to which he is being urged by many friends. Personally Yuan Shih-kai desires peace, personally he is willing to abide by the decision of a National Convention, but he fears, if the decision should be for a Republic, as there is every indication, subsequent complications with Great Britain and Japan.

A CITY OF REFUGE.

The Shanghai settlement presents an extraordinary spectacle. Immense numbers of Chinese refugees, ex-Viceroy's Governors, and high officials have sought the protection of Shanghai, as the safest place in China. Even the city magistrate, who last year almost judicially murdered a Chinese merchant who sought protection in the foreign settlement, was one of the first to claim protection for himself. A large additional cost has been thrown on the community by the sudden call to save the lives of officials and to protect Chinese Government property. The settlement is much overcrowded, and the area is inadequate; therefore it is hoped that one result of the revolution will be a friendly readjustment of the boundary to include the extension which has been claimed for many years. The natural boundary desired would facilitate the administration and presumably the arrangement would not be difficult for officials, the Viceroy Ju-cheng, for example, who previously opposed the extension and are now living under the protection of the foreign settlement police. I understand that friendly proposals for an extension will be submitted by the American chairman of the Municipal Council to the revolutionary authorities with reasonable hope of success.

HOW GENERAL IT WAS APPOINTED.

Yone Noguchi, the well-known Japanese writer, says in the Graphic: A few days ago I received a letter from a friend at Hankow, who doubtless interviewed General Li Yuan-hung, the general director of the revolutionary army, who started the whole world with the first shot against the Manchus. In part of the letter I read: "It was on the 11th of October, General Li remarked, 'when the higher officials held a conference with the Commander General Chang Piao, mainly on the subject of how to deal with the revolutionists, who, it was said, most freely entered among their army.'"

Yone Noguchi then tells how Li was chosen. Li returned home at evening of the day of the conference referred to above and changed his dress, and was talking with his family people when, to his surprise, about 30 revolutionists rushed into the room, of course with drawn swords, and forced him to accept the seat of the generalship of the "Changhsia" or people's army. The only alternative open to him was to be beheaded on the spot. The fact is that he accepted the seat of the generalship. He said to me: "I have not the slightest knowledge where and how my family people whom I left behind from that moment. As you see, I have not even a change of clothing."

VIEW OF LONDON NEWSPAPERS.

From The Times.—The Imperialists are most anxious to obtain a foreign loan, even a very small foreign loan. The same aim asked for is indeed so small as to excite the suspicion that it is not desired so much for its own sake as in order to create the impression that the Powers favour the Government as against the Republicans. That of course is just what the Government do not wish to do, as they cannot do without reducing their professions of impartiality to an absurdity. Whenever a stable Government is re-established, a loan in which all the Powers interested in China shall share may become desirable. Until such a Government again exists, as it certainly does not exist at present, no loan to either side can be made with common fairness. The Republicans have stated very frankly their intentions on this subject. They have warned the foreign bondholders in Shanghai that they will not recognize any loan which must be regarded as opposed to the popular movement. In so doing they have acted within their clear rights. Should they carry the day, it would be monstrous to suggest that they should be responsible for money raised to suppress them. The best security for a loan would be a genuine compromise between them and their opponents. We are not without hope that, despite the unbalanced republicanism of the students, such a compromise may be achieved by the patriotism of the older and more statesmanlike leaders of the two parties who must perceive the external dangers inseparable from a renewal of the civil war.

The Globe.—We would urge that Republican institutions are only tolerable as a *provisional*. The great problem of Republicanism is what to do with ex-Principals. It can be solved, in a fashion, by making the head of the Executive comparatively powerless; as, for example, in Switzerland, but that solution is clearly impossible in China, where the Government must needs be highly centralized. As a matter of fact, it is certain that any Chinese President who securely established himself in office would regard himself as the founder of a new dynasty, and the ultimate result of the Republican triumph would be to establish in China the state of affairs which prevailed in the later Roman Empire. Finally, a Republic would certainly be unpopular in the northern provinces, and might bring about the breaking up of China into a number of separate States. That development must be avoided. As we pointed out a few days ago, it would involve the assumption, by the Great Powers of spheres of influence, with all the resulting complications. On all grounds, then, domestic, international and constitutional, we believe that a compromise, giving the South the desired reform of system and satisfying the North by maintaining the Monarchy, would be the best solution of the problem before the Shanghai Conference.

PROCLAMATION BY THE REVOLUTIONARY GENERAL.

The following is a translation of a proclamation issued by General Li Yuan Hung on receipt of the notification that he had been elected Vice-President of the Republic of China:

"The news conveyed to me by telegrams despatched by the assembly of provincial delegates and by the representative of this province (Hupei) that I have been elected as Vice-President has filled me with a sense of unworthiness and uneasiness owing to my inferior qualifications. Since the first outbreak at Wu-chang, confidential and mutual co-operation amongst my fellow workers have been chiefly instrumental in bringing about, within a short space of two months, a spontaneous demonstration of republicanism in 17 provinces and in effecting a blessed emancipation of our 300 years' bondage under the Manchu autocracy. And now I am reaping the harvest while you have all the time been laboriously sowing the seed of republicanism."

"Now that the peace proclamation is still in the air and that hostilities are temporarily suspended, I beseech you, my brethren, to keep an unswerving attitude towards your ideals for the enjoyment of triumphal peace and prosperity. I implore you to abstain from personal advancements and encroachments upon others' rights, to entertain no prejudicial opinions against one another, to contentment with no political factions, to shun pride and avoid looking with contempt on your foes, and of all to tolerate all hardships without waver in your ideals. While these things will depend the well being of the Republic and international respect."

THE AMERICAN SHIPPING INDUSTRY.

LACK OF ENTERPRISE COMPARED WITH JAPANESE.

"In a Corvular report quoted by Commercial Intelligence, the American Consul-General in Yokohama (the Hon. Thos. Summons) laments the lack of enterprise in the American shipping industry, as compared with the Japanese. "In the handling of heavy cargo," he writes, "such as steel, cotton, machinery, and kerosene—products in which the exporters of the United States are particularly interested—it is noticeable that American ships are not largely in evidence as compared with Japan's rapidly expanding fleet."

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OFFICERS IN THE MERCANTILE MARINE.

CONDITIONS OF SERVICE TO BE DISCUSSED.

Representations have been made by the executive of the Imperial Maritime Service Guild to the Shipping Federation urging that some steps should be taken to improve the conditions of service now existing among the captains and officers of the Mercantile Marine. With a view to supporting these representations the Guild recently invited its members to furnish information concerning the conditions under which they carried on their work. The result was that some thousands of replies were received, and as the tenor of the Shipping Federation's reply to the Guild's communications was "considered and favorable," a special committee was formed to deal with the question; after several meetings the committee forwarded a letter containing numerous suggestions.

PROPOSALS OF THE MERCHANT SERVICE GUILD.

The suggestions, 14 in number, which were put forward by the Merchant Service Guild for the consideration of the Shipping Federation are as follows:

(1) That the Federation should be empowered to give an assurance, as far as possible, that firms of shipowners would always be willing to receive and consider memorials from their masters and officers either through the medium of the Guild or otherwise.

(2) That shipowners show a much more reasonable attitude towards shipmasters and officers who may have the misfortune to meet with accident to their vessels, for which quite probably they may not have been at fault. There are for too many dismissals and resignations demanded without any real source of justification. Further, it is a grave hardship that so many masters are requested to give up their positions when their vessels have been at the time of an accident in charge of a compulsory pilot.

(3) That masters and officers in all classes and types of ships should be provided with their food when on board, and also with bed and bedding.

(4) That when a ship is in port and food is not provided, at least half-a-crown a day should be paid as subsistence in addition to the ordinary pay granted.

(5) That in ships carrying highly dangerous cargoes, such as tank steamers carrying oil, in bulk, or otherwise, or sailing ships carrying oil, the pay should be 25 per cent. more in respect to each grade than in vessels carrying ordinary cargoes.

(6) That the three-watch system should be generally instituted on merchant ships.

(7) That Sunday labour, when in port, either at home or abroad, unless absolutely indispensable, should be abolished.

(8) That when in port officers who may be required to work at any time between 1 p.m. on Saturday and 6 a.m. on Monday should receive an allowance of not less than 1s. per hour in addition to their regular pay. This also to apply to work in port between 5 a.m. and 6 a.m., and on recognized British holidays.

(9) That should an officer be on duty in port for a continuous period of 24 hours, he should then be free from duty for the following 24 hours; that is, of course, unless the ship sails in the meantime. In any case, an officer taking night duty in port should have the next day free.

(10) That where officers are on duty preparatory to the ship sailing, the officers taking the first watch on sailing shall have at least four hours absolute rest prior to doing so.

(11) That all shipmasters and officers should be entitled to 14 days' leave on full pay after each 12 months' service, seven days of which should be continuous where practicable. (It is frequently urged that this is impossible in many cases, but our contention is that it is not impossible if shipowners or their superintendents will only initiate proper systems and extend their personal supervision to them at times).

(12) That in all cases where shipmasters or officers require to travel to join their ships at overseas orders they should receive full expenses for doing so.

(13) That where shipmasters or officers, who are very frequently quite unaware of the fact when sailing from home ports, are compelled to remain trading in waters abroad for some considerable time, they should be entitled to higher pay as compensation for long and enforced absence from home, and that in quarters of the globe such as Australia, New Zealand, or the United States, where definite seals are in vogue, the pay of the masters and officers of home ships should correspond. (This not being so at present creates sore dissatisfaction. Officers are frequently receiving much less pay than the men serving under them, and the interest of owners and of ships suffer very greatly in consequence).

(14) That great improvements in the accommodation provided for captains and officers of merchant ships are urgently desirable. Each officer is entitled to a separate cabin with sufficient room and adequate equipment in some part of the ship where he can take proper rest and relaxation. (The accommodation so often provided is inferior in character, niggardly in point of space, and in highly unsuitable—sometimes insanitary—parts of the ship).

The Shipping Federation placed the letter containing the suggestions before the General Council Meeting, and the following reply was received by the Guild:

The Secretary,
Imperial Merchant Service Guild.

Dear Sir,—I beg to inform you that the question of the wages and conditions of employment of officers and engineers in the Mercantile Marine came before the executive council of the Shipping Federation for consideration on the 17th inst., but it was deemed impracticable to properly discuss the question in full Council, and it was therefore, committed to a Committee to consider and report to a later meeting. I hope to communicate with you again on the same subject.

Yours faithfully,
MICHAEL BRETT,
Secretary.

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THE COAL PRODUCTION OF THE WORLD.

PRICES, IMPORTS, AND EXPORTS.

In view of the threatened strike of miners in the United Kingdom it is interesting to study a general report on the coal production and consumption of the principal countries of the world which was published last month in the form of a White Paper. The following table shows the output in the five principal coal-producing countries in 1908, 1909, and 1910:

	1908.	1909.	1910.
Tons.	Tons.	Tons.	Tons.
United Kingdom	261,520,000	263,774,000	264,438,000
Germany	145,208,070	149,397,000	150,372,000
France	30,014,000	30,618,000	37,254,000
Belgium	23,179,000	24,140,000	22,632,000
United States	371,289,000	411,432,000	447,587,000

In each of these countries, with the exception of the United Kingdom, the production in 1910 exceeded that of any previous year, their aggregate output being 923 million tons, or an increase of 42 million tons on the output of 1909 and 27 million tons more than in 1907, when the highest previous total was reached. The total known coal production of the world (exclusive of brown coal or lignite) in 1910 was about 1,035 million tons, of which the United Kingdom produced more than one-fourth. As compared with its population, the production of coal in the United Kingdom still surpasses that in the United States. It amounts to nearly six tons per head, while in the United States it is under five tons per head. In Belgium it amounts to 34 tons, in Germany to about 23 tons, and in France to under one ton per head. The following statement shows the average value per ton of the coal produced, taken at the collieries, in the five above-mentioned countries, in the years 1907 to 1910:

	1907.	1908.	1909.	1910.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
United Kingdom	9 0 8 11	8 0 8 24	8 0 8 24	8 0 8 24
Germany	9 8 10 34	10 2 9 11	10 2 9 11	10 2 9 11
France	12 3 12 11	12 5 12 5	12 5 12 5	12 5 12 5
Belgium	13 8 13 11	11 8 11 10	11 8 11 10	11 8 11 10
United States	5 11 5 11	5 11 5 11	5 11 5 11	5 11 5 11

* Provisional figures.
The variations in the average value of coal at the pit's mouth in the United States have been comparatively small in recent years. In comparing the figures for different countries or for different years in the same country, it must be borne in mind that the average values shown are not for coal of the same quality. The following figures indicate the output of coal in the principal parts of the British Empire in year 1910

	Tons.	Tons.
British India	12,047,000	Domino of
Commonwealth of Australia	9,759,000	Union of
Domino of New Zealand	2,197,000	Africa
		6,436,000

In the year 1910 the production of coal in Canada, in New Zealand, and in the Union of South Africa was larger than that recorded for any previous year, being over two million tons more in Canada and nearly one million tons more in South Africa than in 1909. In India the output last year was exceeded only by that of the year 1908, from which it fell short by nearly three-quarters of a million tons. The production in Australia was greater in 1910 than in any previous year, with the exception of 1908, from which it fell short by nearly half a million tons. In British India, South Africa, and the Union of South Africa, the average value of coal produced was lower, and in New Zealand and Canada higher, in each of the years 1907 to 1910 than in the Mother Country.

PERSONS EMPLOYED.
With regard to the number of persons employed in the coal-mining industry, a far larger number is engaged in the United Kingdom than in any other country. In 1909 the number of persons employed in coal mining, above and below ground, in each of the principal producing countries was as follows:

	Tons.	Tons.
United Kingdom	992,300	992,300
United States	666,600	666,600
Germany	613,300	613,300
France	187,200	187,200
Belgium	143,000	143,000

As regards the output per person employed, which is affected to a certain extent by the methods of operation and by the accessibility of the seams, the United States took the first place with an output in 1909 of 617 tons per person employed, and the United Kingdom the second place with 256 tons, followed by Germany, France, and Belgium, with 239 tons, 195 tons, and 162 tons respectively.

IMPORTS AND EXPORTS.
The foreign countries which export coal in excess of the amount they import are Germany, the United States, and Japan. The following figures give particulars of the excess of exports over imports in 1909 and 1910 in the countries named:

	1909.	Excess of Imports.	Exports.
Tons.	Tons.	Tons.	Tons.
United Kingdom	8,000	86,037,000	86,022,000
Germany	13,244,000	30,063,000	35,767,000
United States	1,539,000	14,920,000	12,480,000
Japan	116,000	2,844,000	2,728,000
Commonwealth of Australia	16,000	2,814,000	2,798,000
Union of South Africa	455,000	759,000	304,000
Domino of New Zealand	269,000	202,000	166,000

	1910.	Excess of Imports.	Exports.
Tons.	Tons.	Tons.	Tons.
United Kingdom	48,000	84,642,000	84,694,000
Germany	12,252,000	37,398,000	30,146,000
United States	2,449,000	15,271,000	13,022,000
Japan	206,000	2,706,000	2,500,000
Commonwealth of Australia	309,000	2,831,000	2,522,000
Union of South Africa	70,000	1,317,000	1,247,000
Domino of New Zealand	344,000	800,000	456,000

The export from the United Kingdom in 1910 was less than in 1909 by nearly 14 million tons, being also lower than in either of the three preceding years, while the exports from Germany still show expansion. The imports of coal into Germany in 1910 amounted to 12,252,000 tons, about three-fourths of which were obtained from the United Kingdom.

	United States	Germany	France	Belgium
United States	434,815,000	179,939,000	130,226,000	54,861,000
Germany	179,939,000	130,226,000	54,861,000	27,427,000
France	130,226,000	54,861,000	27,427,000	13,563,000
Belgium	54,861,000	27,427,000	13,563,000	23,850,000

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The total consumption of coal in the United States is now considerably more than twice as great as that in the United Kingdom, which has the next largest consumption. The United Kingdom, the United States, and Germany were almost entirely self-supporting. France, however, drew over 35 per cent. and Belgium 31 per cent. of their supplies from abroad in 1910. In Canada the native production is largely supplemented from the United States, more than half the consumption of the Dominion in 1909 and in 1910 having been derived from that source, while imports from other sources were inconsiderable.

COAL FOR LONDON.
As to coal carried to London the total quantity brought in to the area within a radius of 15 miles from Charing-cross in 1910 was 16,716,957 tons, as compared with 16,737,741 tons in 1909 and 16,240,829 tons in 1908. Rather more than half this quantity was brought by sea (coastwise) and nearly the whole of the remainder by rail, the amount brought by canal being insignificant.

LIGNITE AND PETROLEUM.
The statistics of lignite production show that the principal producing countries are Germany, Austria, and Hungary, which in 1909 produced 67,554,000 tons, 25,625,000 tons, and 7,536,000 tons respectively; in 1910 the output in Austria was 24,729,000 tons, whilst the provisional figures available show a production of 68,357,000 tons in Germany and 7,610,000 tons in Hungary in the same year. In the United Kingdom there has for some years been nil.

The total production of petroleum in the United States in 1910, according to the provisional figures which are available, was 7,369 million gallons, as compared with 6,372 million gallons in 1909, an increase of 997 million gallons. The Baku and Grozny oilfields of Russia yielded 2,254 million gallons in 1909, which, though larger than the output in the four years immediately preceding, was still considerably less than in 1904, when it reached 2,749 million gallons. The quantity exported from Russia has in recent years been less than one-sixth of that exported from the United States.

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Care of YEE SANG FAT
Same address, YEE SANG FAT & Co.
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TO LET.
A T SHAMEN (British Concession), a Spacious Two-Storeyed GODOWN, suitable also as a Silk Godown.
Apply to—**SIEMSEN & Co.,**
Hongkong, 15th January, 1912. [195]

TO BE LET.
On or about 1st March, 1912.
SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs Wm. Powell, Ltd.
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 25th August, 1911. [123]

TO LET.
On or about 1st March, 1912.
SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs Wm. Powell, Ltd.
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 25th August, 1911. [123]

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Alexandra Buildings.
Hongkong, 25th August, 1911. [123]

SHIPPING IN PORT.

STEAMERS.

ANCHIN, British str., 1,001, Chr. Kampel, 15th Jan.—Hollow 1st Jan., General—Butterfield & Swire.
ANHUI, British str., 1,350, J. B. Harris, 19th Jan.—Shanghai 15th January, General—Butterfield & Swire.
ANPING Chinese str., 1,138, Whitehaw, 13th Jan.—Shanghai 10th January, General—C. M. S. N. & Co.
ARHABU, British str., 4,526, Y. Harding, 5th Jan.—San Francisco, Kerosene oil—Standard Oil Co.
BORNEO, German str., 1,432, F. Semblil, 14th Jan.—Sundakan 8th January, Timber—Molchers & Co.
CANTON, Swedish str., 2,180, J. M. Ramtoom, 6th Jan.—Gothenburg 16th November, General.
CARL DIEDERICHSEN, German str., 774, C. Jurgensen, 16th Jan.—Pakhoi 14th Jan., Bico—Jensen & Co.
CHONGKING, British str., 1,223, V. Liddell, 17th Jan.—Swatow 16th Jan., Ballast—Jardine, Matheson & Co.
CHIAHWA, British str., 1,350, W. Benson, 14th Jan.—Shanghai 11th January, General—Butterfield & Swire.
CHIAHWA, British str., 1,199, F. Mooney, 16th Jan.—Chingwan-tao 9th Jan., General—Jardine, Matheson & Co.
CHITUNG, Chinese str., 1,177, Wm. Jamieson, 9th Jan.—Shanghai 6th Jan., General—C. M. S. N. Co.
CHONGKING, British str., 1,424, M. Courtney, 16th Jan.—Shanghai 12th and Swatow 15th Dec., General—Jardine, Matheson & Co.
EMPRESS OF INDIA, British str., 5,840, E. Bootham, 5th Jan.—Vancouver, B.C. 14th Dec., Mails and General—Canadian Pacific Railway Co.
FENGHWA, British str., 1,093, Harris, 15th Jan.—Swatow 14th Jan., Ballast—Butterfield & Swire.
FUME, British str., 891, T. Kyle, 9th January—Cebu 3rd January, General—Chinese.
FROBBER, British str., 1,421, Wm. D. Welsh, 10th Jan.—Port Court 7th Jan., Coal—Jardine, Matheson & Co.
HAIN CHANG, Chinese str., 1,258, F. Hamblin, 3rd Jan.—Shanghai 31st Dec., General—C. M. S. N. Co.
HAYSON MARU, Japanese str., 2,732, Morisada, 16th Jan.—Shanghai 13th Jan., Ballast—Ataka & Co.
KUMCHOW, British str., 1,500, J. Martin, 10th January—Pulo Laut 28th December, Coal—Mar Edo.
KUMANO MARU, Japanese str., 3,147, M. Winkler, 16th Jan.—Yamaguchi 5th January, General—Nippon Yusen Kaisha.
LAERTS, British str., 1,340, C. C. Page, 4th Jan.—Saigon 30th Dec., General—We Fat Sing.
LOONGSANG, British str., 1,092, W. G. G. Leask, 9th Jan.—Manila 6th January, General—Jardine, Matheson & Co.
LYEBOON, German str., 1,238, F. v. Pilgrim, 11th January—Saigon 7th Jan., General—Order.
MACHWA, German str., 996, R. G. Zallner, 16th Jan.—Bangkok 6th January, Rice—Butterfield & Swire.
MATHILDE, German str., 831, Chr. Uldrup, 10th Jan.—Helsingør and Høilov 8th Jan., Rice and General—Jensen & Co.
NAMBANG, British str., 2,591, P. M. B. Lake, 16th Jan.—Calcutta and Singapore 20th Jan., General—Jardine, Matheson & Co.
NAMBANG, American str., 1,800, W. D. Prioleau, 10th January—Manila 6th January, General and Navy—U. S. Navy.
RAJAH, German str., 1,275, A. Roscher, 9th Jan.—Rangoon 1st Jan., Timber—Norddeutscher Lloyd.
RIZA, American str., 2,774, D. Henning, 15th Jan.—Manila 14th Jan.
RUBY, American str., 2,797, S. A. Crosby, 17th Jan.—Manila 14th Jan., General—Shewan, Tomes & Co.
SABER, German str., 998, A. Petersen, 9th January—Bangkok 5th January, General—Butterfield & Swire.
SEXTA, German str., 991, N. Jensen, 10th Jan.—Singapore 31st Dec., General—Chinese.
SHINGKING, British str., 1,34, Cowan, 3rd Jan.—Chingwan-tao 29th Dec., General—Butterfield & Swire.
SHIRYO MARU, Japanese str., 7,223, H. S. Smith, 10th January—San Francisco 15th Dec., Flour, Provisions and General—Toyo Kisen Kaisha.
SIAM, Danish str., 2,400, O. Knudsen, 7th Jan.—Singapore 27th Dec., General—Molchers & Co.
TACOMA MARU, Japanese str., 6,178, H. Yamamoto, 15th Jan.—Manila 13th January, General—Nippon Yusen Kaisha.
TAMOR MARU, Japanese str., 2,120, Nakayama, 14th Jan.—Mikao 8th Jan., Coal—Mitsui Bussan Kaisha.
TEAK, British str., 1,346, A. W. Osterbridge, 5th Jan.—Manila 2nd January, General—Butterfield & Swire.
TOO SUI, Chinese str., 931, K. S. Havel, 16th Jan.—Wakamatsu 10th Jan., Coal—Mitsui Bussan Kaisha.
URUBA RICKMERS, German str., 2,629, N. Buhle, 15th Jan.—Vladivostok 7th Jan., Peas—Mitsui Bussan Kaisha.
WAKAMATSU MARU, Japanese str., 2,772, U. Akawa, 12th Jan.—Wakamatsu 7th Jan., Coal—Mitsui Bussan Kaisha.
WINGANG, British str., 1,517, Lishman, 17th Jan.—Manila 14th Jan., General—Jardine, Matheson & Co.

BANK LINE

REGULAR SERVICE FROM HONGKONG TO VANCOUVER. B.C. SEATTLE & PORTLAND (Or.).

VIA
SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (OR.).
LUCERIO ... 1912 25th Jan.	LUCERIO. 7th Feb.

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
inducement offers.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
Telephone No. 780. KING'S BUILDING, PRINCE CENTRAL.

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNFRIG" ... 3,000 tons ... to be despatched End January, 1912
S.S. "KATANGA" ... 5,600 tons ... to Follow.
And regularly thereafter.

For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 3rd February.
FROM COLOMBO: 17th February.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THREE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £45 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS.	Tons Starting	1912
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 10th Feb., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 2nd March, at 1 P.M.
KOREA	18,000	TUESDAY, 2nd April, at 1 P.M.
SIBERIA	18,000	TUESDAY, 16th April, at 1 P.M.
INTERMEDIATE.	Tons Starting	
CHINA	10,500	FRIDAY, 2nd Feb., at 1 P.M.
NILE	11,000	FRIDAY, 23rd Feb., at 1 P.M.
PERIA	9,000	TUESDAY, 26th March, at 1 P.M.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LD., AND CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 19TH JANUARY, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

SATURDAY, 20TH JANUARY, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
5 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to the Superior Saloon and Cabin Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 21st JANUARY.

The Company's Steamship

"SUI AN,"
will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure
from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 a.m.
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company,

CANTON-MACAO LINE.

S.S. "HOLSANG," 457 tons,
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LD., THE CHINA NAVIGATION CO., LD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "WANNING," 569 tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUI." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Hongkong Hotel. [143]

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR STEAMERS DATE OF DEPARTURE.
LONDON, AMSTERDAM & ANTWERP... "MONMOUTHSHIRE" On 17th Jan.
LONDON & ANTWERP... "PEMBROKESHIRE" On 3rd Feb.
LONDON & ANTWERP... "CARMARTHENSHIRE" On 28th Feb.
LONDON, ROTTERDAM & ANTWERP... "GLAMORGANSHIRE" On 15th Mar.

All steamers have excellent accommodation for a limited number of First Class
Passengers. Cabins are situated amidships, and are fitted with electric light and fans.
Attention is directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Hongkong, 19th January, 1912.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

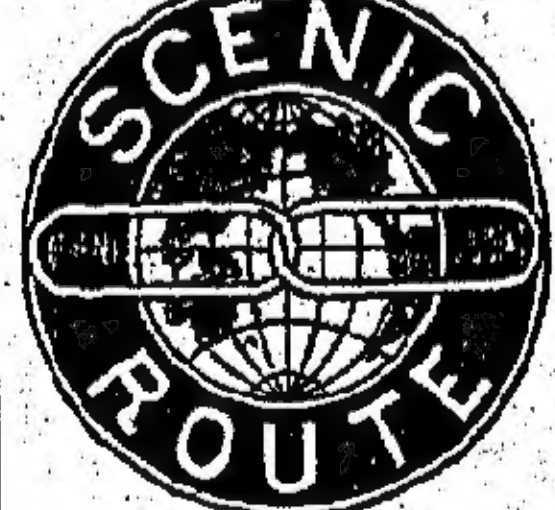
STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	...	Saturday, 3rd Feb.
ALDENHAM	...	Saturday, 7th Feb.
EASTERN	...	Saturday, 2nd March.
EMPIRE	...	Saturday, 30th March.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC



WESTERN PACIFIC DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.
S.S. CHIKO MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.

AND S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, croquet, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canyon and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 625.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMANOEK	JAVA	Second half of Jan.	JAPAN	Second half of Jan.
TJILATJAP.	JAVA	Second half of Jan.	SHANGHAI	Second half of Jan.
TJILIWONG	JAPAN	First half of Feb.	JAVA	First half of Feb.
TJIMAH	JAVA	First half of Feb.	JAPAN	Second half of Feb.
TJITAROEM	JAVA	First half of March	JAPAN	First half of March
TJIPANAS...	JAVA	First half of March	JAVA	First half of March
TJIBODAS...	JAVA	First half of March	SHANGHAI	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.
Hongkong, 17th January, 1912.

Telephone No. 375.

[7]



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Mangarin, Hollo and Cebu	On 20th Jan., 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Hollo and Cebu	

PHILIPPINES CARNIVAL FEBRUARY 3RD TO 12TH, 1912.

For sailing on January 30th, Special Reduced Rate, Hongkong-Manila and Return \$50.00

No Polltax.

For Freight or Passage, apply to—

HONGKONG, 12th January, 1912. S.H.WAN, TOMES & Co., General Managers,
PHILIPPINES S.S. Co. [13]

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "BOHEMIA," 7,935 tons, will leave as above on February 19th, 1912, at 5 p.m.

S.S. "AFRICA," 8,840 tons, will leave as above on March 19th, 1912, at 5 p.m.

TO SHANGHAI.

S.S. "NIPPON," 13,950 tons, will leave as above on January 27th, 1912, A.M.

S.S. "BOHEMIA," 7,935 tons, will leave as above on February 5th, 1912, at 6 p.m.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap
rates, Hongkong-Trieste Venice, £50 1st, £36 2nd Class. No surtax, no tips, no inside
cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "NIPPON," 13,950 tons, will leave for YOKOHAMA and KOBE via SHANGHAI
about January 19th, at 3 p.m.

S.S. "PERIA," 12,575 tons, will leave for TRIESTE, Fiume and Venice via SINGAPORE,
PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, about January
22nd, at 3 a.m.

These steamers are fitted with comfortable one class accommodation for saloon
passengers. Cheap rates, Hongkong-Trieste, Venice £45, no surtax, excellent cuisine, Doctor,
Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,
Princes' Building.

Hongkong, 15th January, 1912. [155]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "YEDDO" ... 7,200 ... About 10th February.

KOBE & MOI... "YEDDO" ... 7,200 ... About 10th February.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.,
YOKK BUILDINGS, TOP FLOOR.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—16, DES VOEUX ROAD, HONGKONG.
SHANGHAI, 23, FOOCROW ROAD. YOKOHAMA, 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED AND CASHED

FOREIGN MONIES exchanged.

756 Chief Officer—LUDGATE CIRCUS LONDON E.C.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at THEIR RISK in the
Hongkong and Kowloon Wharf and Godown
Co.'s Godowns at Kowloon, where each Consign-
ment will be sorted out, Mark by Mark and
delivered as the Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary within
5 hours.

Goods not cleared by the 22nd inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignees
and the Company's surveyors, Messrs. Goddard
and Douglas, at 10 A.M. on MONDAYS
and THURSDAYS. All claims must be presented
within ten days of the steamer's arrival here,
after which date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 16th January, 1912. [1]

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, JANUARY to JUNE,
1911. With INDEX. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS
Office,
Hongkong, 27th March, 1910.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER (From 1900),
and other Useful Information.

PRICE: \$1 Cash.

On Sale at the "Daily Press" Office,
Local Bookellers

SHIPPING

ARRIVALS.
ARCADIA, British str., 3,513, S. Barcham, 18th Jan.—Bombay 3rd January, General and Mails—P. & O. S. N. Co.
DAIJI MARU, Jap. str., 899, S. Yamaguchi, 18th Jan.—Swatow 17th Jan., General—Osaka Shosen Kaisha.
FOOKANG, British str., 1,907, T. A. Mitchell, 18th Jan.—Kobe via Moji 13th January, General—Jardine Matheson & Co.
HAINUN, British str., 641, A. H. Stewart, 18th Jan.—Swatow 17th Jan., General—Jardine Matheson & Co.
HONG KONG, British str., 2,974, Macchia, 18th Jan.—Kobe 11th January, General—Nippon Yusen Kaisha.
KING WING, British str., 1,223, H. G. W. Wilson, 18th Jan.—Swatow 17th January, General—Jardine Matheson & Co.
KUOCHOW, British str., 1,217, Forayth, 18th Jan.—Manila 15th Jan., General—Butterfield & Swire.
SHANGHAI, British str., 1,507, J. B. Owen, 18th Jan.—Wakamatsu 12th Jan., General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 18th January.
ARCADIA, British str., for Shanghai.
DAIJI MARU, Jap. str., for Australia.
FOOKANG, British str., for Saigon.
HAINUN, British str., for Shanghai.
SHINGO MARU, Japanese str., for Shanghai.

DEPARTURES.

18th January.
ANNU, British str., for Canton.
CATHERINE APON, Brit. str., for Singapore.
CHITSHING, British str., for Hongkong.
DAGNY, Norwegian str., for Swatow.
DRUFAN, Norwegian str., for Swatow.
HONG WAN, British str., for Amoy.
KING MARU, Japanese str., for Kobe.
KING MARU, Japanese str., for Singapore.
SAIKAI MARU, Japanese str., for Bangkok.

PASSENGERS.

ARRIVED.
 Per *Arcadia*, from Bombay, Ac. Mr. Sakai, Mr. T. S. Chao, Sub-Ass. Surgeon L. Ruggard, Sir Allan Percy, Miss M. Backwell, Mr. P. Allen, Mr. W. H. Miles, Sgt. Mackenzie, Mr. P. H. Steele, Mrs. Knight and 2 children, Miss P. S. Clark, Miss M. Hooper, Mr. J. Wallis, Lt. Bull, Chin, Mr. S. Lee, Mr. E. A. Boulton, Mr. P. E. Farnsworth, Capt. H. E. Boulton, Mr. P. E. Farnsworth, Mr. E. Knight, Lord Hamilton, Hon. Mrs. H. Lane and maid, Mr. J. P. Scott, Mr. and Mrs. D. V. Wood, Capt. Williamson, Mr. Middleton, Mr. G. A. Finlayson, Mrs. A. P. Mathewson, Mr. L. V. Wood, Capt. Williamson, Brother Michael, Miss Skeels, Lt. A. Brown, Mr. Hooper, Dr. Fraser, Mr. Saunson and Mr. T. S. King, Dr. Watson, Mr. A. C. Tavares and infant, Mr. de Klerk, Mr. E. Bromer, A. C. Da Cay, Mr. J. S. Taylor, Mr. and Mrs. J. L. Gair, Mr. and Mrs. Anderson, Mrs. and Miss Noble, and Mr. O. Ellis.
DEPARTED.
 Per *Daigun*, for Swatow, Mr. R. H. Hill, for Wochow, Mr. and Mrs. Feun and child.
 Per *Kamo Maru*, for Japan, Mr. Furusawa, Mrs. Yoshida, Dr. O. Henry, Mrs. Souter, Capt. P. Yoshida, Mr. A. Yoshida, Mr. Otsu, Mr. and Mrs. Dulm, Mr. Wolfenden, Mr. Otsu, Mrs. Ross, Mrs. Horuchi, Mrs. Tokunaga and Tanaka.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P. M. S. S. Co.'s str. *Nigeria* is expected to arrive from Manila on the 19th inst., at daylight.
 The P. M. S. S. Co.'s str. *China* from San Francisco sailed from Yokohama on the 16th inst., and is due to arrive at Hongkong on the 23rd inst.
 The P. M. S. S. Co.'s str. *Manchuria* sailed from San Francisco on the 3rd inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 3rd prox.
 The T. K. K. str. *Chiu Maru* will be despatched from San Francisco on the 10th inst. for Hongkong, and is due at this port on the 6th prox.
THE CANADIAN MAIL.
 The C. P. R. Co.'s str. *Empress of Japan* left Vancouver, B. C. for Hongkong (via usual ports of call) on the 11th inst., a.m.
THE GERMAN MAIL.
 The I. G. M. str. *Derfflinger* carrying the German Mails with dates from Berlin of the 27th ult., left Colombo on the 14th inst. p.m., and may be expected here on or about the 25th inst.
THE INDIAN MAIL.
 The Indo-China str. *Kumang* left Calcutta for the Straits and Hongkong on the 8th inst., and is due here about the 24th inst.
MERCHANT STEAMERS.
 The Great Northern str. *Minnesota* arrived at Yokohama on the 5th inst., and leaves there on the 7th inst. for Hongkong via usual ports of call, and is expected to arrive here to-day.
 The Austrian Lloyd's str. *Nippon* left Singapore for this port on the 13th inst., and is expected to arrive here to-day.
 The H. A. Line str. *Ambria* left Singapore on the 13th inst. a.m., and may be expected here to-morrow a.m.
 The str. *Karanga* left Sabang on the 12th inst., and is due here on or about the 21st inst. p.m.
 The A. & M. Line str. *Karanga* passed the Suez Canal on the 29th ult., and is due here on the 28th inst.
 The N. Y. K. str. *Ceylon Maru* (Bombay Line) left Hongkong for this port via Singapore on the 12th inst., and is expected here on the 30th inst.
 The "Ben" Line str. *Bendora* from Antwerp, Middlesbrough and London left Singapore on the 14th inst. for this port.
 The T. K. K. str. *Kio Maru* sailed from Honolulu on the 1st inst. for Hongkong, and is expected to arrive at this port on or about the 3rd prox.
 The I. G. M. str. *Coblenz* left Sydney on the 13th inst., at 2 p.m., and may be expected here on or about the 4th prox.
 The str. *Glenloch* passed the Suez Canal on the 9th inst., and is due here on or about the 9th prox.
 The Arthur Nilsson & Co. str. *Yaddo* left Port Said on the 15th inst., and is expected here on or about the 10th prox.
 The T. K. K. str. *Bayo Maru* sailed from Corone, China, for Hongkong on the 3rd inst., and is due to arrive at Hongkong on the 26th March.
 The str. *Stercoria* from Puget Sound left Tacoma on the 1st inst. for Hongkong and Manila via Japan Ports.
 The "Mogul" Line str. *Leaves* left United Kingdom on the 23rd ultimo for Hongkong and Far East via the Straits.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION.	VESSEL'S NAMES.	FLAG & PORT.	CAPTAIN.
LONDON, &c. via USUAL PORTS OF CALL	DELTA	Brit. str.	E. P. Martin, R.N.B.
LONDON, ROTTERDAM & ANTWERP	MONMOUTHSHIRE	Brit. str.	G. Phillips
LONDON & ANTWERP via SINGAPORE, &c.	NORE	Ger. str.	Pease
ROTTERDAM, HAMBURG & ANTWERP, &c.	SPEZIA	Ger. str.	Buch
HAVRE, ROTTERDAM & ANTWERP, &c.	SAMIRIA	Ger. str.	Ross
HAVRE, ROTTERDAM & HAMBURG, &c.	SILFIA	Ger. str.	Diedrichs
MARSEILLES, ROTTERDAM & HAMBURG, &c.	GOLDENFELS	Ger. str.	Doinat
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SEVOTIA	Ger. str.	H. Fraser
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HIRANO MARU	Jap. str.	K. Kawara
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TAKOMA MARU	Jap. str.	Stohr
MARSEILLES, ROTTERDAM & HAMBURG, &c.	SAXONIA	Ger. str.	Ernst
MARSEILLES, ROTTERDAM & HAMBURG, &c.	AMBRIA	Ger. str.	Irizawa
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TACOMA MARU	Jap. str.	Meyer
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	AWA MARU	Jap. str.	H. Formos
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	PANAMA MARU	Jap. str.	Cluinak
NEW YORK	ARAGONIA	Ger. str.	W. Davison
NAPLES, GENOA, ALGIERA, GIBRALTAR & SOUTHAMPTON	BUENOS	Aus. str.	H. S. Smith
TRIESTE, PLYMOUTH, & VENICE, via SINGAPORE, &c.	BOHEMIA	Aus. str.	M. Winckler
TRIESTE, &c. via SINGAPORE, &c.	BOHEMIA	Aus. str.	H. Bremer
BOYTON & NEW YORK	DACE CASTLE	Brit. str.	M. Maschida
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	L. Klugkist
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	LUCERNE	Brit. str.	M. Yagi
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	S. Barotum
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SHINGO MARU	Jap. str.	G. M. B. Lake
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SIBERIA	Aus. str.	J. B. Harris
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHINA	Chin. str.	M. Connelley
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Ger. str.	Wm. Lloyd Jones
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Brit. str.	F. Prosch
AUSTRALIAN PORTS via MANILA	ST. ADANS	Aus. str.	E. F. Dady, R.N.B.
YOKOHAMA & KOBE via SHANGHAI	NIPPON	Jap. str.	C. C. Williams
KOBE & YOKOHAMA	AKI MARU	Jap. str.	Tozawa
KOBE & YOKOHAMA	COBLENZ	Ger. str.	Rooy
NAGASAKI, KOBE & YOKOHAMA	NIPPO	Jap. str.	A. H. Stewart
MEXICAN, PERUVIAN & CHILEAN via JAPAN	KIYO MARU	Jap. str.	W. C. Passmore
SHANGHAI	BOHEMIA	Aus. str.	J. S. Roach
SHANGHAI, KOBE & YOKOHAMA	YEDDO	Dut. str.	J. W. Evans
SHANGHAI, KOBE & YOKOHAMA	DAIJI MARU	Jap. str.	Lesak
SHANGHAI, MOJI & KOBE	SHUNTEN	Brit. str.	S. Crosby
SHANGHAI, YOKOHAMA, KOBE & MOJI	HAICHING	Brit. str.	A. W. Outerbridge
SHANGHAI, YOKOHAMA, KOBE & MOJI	HAITANG	Brit. str.	P. H. Rolfe
SHANGHAI, YOKOHAMA, KOBE & MOJI	KALANG	Brit. str.	S. H. Jones
SHANGHAI, YOKOHAMA, KOBE & MOJI	LOONGSANG	Aus. str.	Van D. Jellink
SHANGHAI, YOKOHAMA, KOBE & MOJI	RUBI	Brit. str.	N. Nielsen
SHANGHAI, YOKOHAMA, KOBE & MOJI	LUCHIO	Brit. str.	T. A. Mitchell
SHANGHAI, YOKOHAMA, KOBE & MOJI	YUENANG	Brit. str.	Weigall
SHANGHAI, YOKOHAMA, KOBE & MOJI	KAIPONG	Brit. str.	F. Semill
SHANGHAI, YOKOHAMA, KOBE & MOJI	TJILWONG	Dut. str.	E. de Catalano
SHANGHAI, YOKOHAMA, KOBE & MOJI	WAKASA MARU	Jap. str.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOHSANG	Brit. str.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	MAUSANG	Brit. str.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	BORNEO	Brit. str.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	BUNGIANG	Brit. str.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	SI-KIANG	Fren. str.	

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STRAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW," Capt. H. FORMES	16,900	Wed. day, 24th Jan., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER," Capt. F. PROSCH	17,000	About 25th Jan.
MANILA, YAP, MARONN, SAMARANG, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. ESENNE	5,100	Saturday, 27th Jan., at 10 A.M.
KOBE and YOKOHAMA	"COBLENZ," Capt. L. KLUGKIST	6,750	About 6th Feb.
JESSELTON, KUDAT and SANDAKAN	"BOENEO," Capt. F. SEMBELL	5,000	Saturday, 20th Jan., at 10 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For Further Particulars, apply to
**NORDDEUTSCHER LLOYD,
 MELOHERS & Co.,
 GENERAL AGENTS HONGKONG AND CHINA.**
 Hongkong, 16th January, 1912.

PASSENGER SEASON 1912. NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STRAMSHIP	DEPARTURE.
"GOEBEN"	17,000 tons ON FEBRUARY 6TH.
"GOEBEN" Capt. A. ARLBOHN	17,800 " ON FEBRUARY 21ST.
"DERFFLINGER" Capt. F. PROSCH	16,000 " ON MARCH 5TH.
"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	17,000 " ON MARCH 20TH.
"YOROK" Capt. J. RANDERMAN	20,300 " ON APRIL 2ND.
"PRINZESS ALICE" Capt. P. GROSCH	17,300 " ON APRIL 17TH.
"LUETZOW" Capt. J. BORTFELD	17,000 " ON APRIL 30TH.
"KLEIST" Capt. L. MALER	

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.
 For Further Particulars, apply to
MELOHERS & Co., GENERAL AGENTS.
 Hongkong, 1st September, 1911.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE. VIA VANCOUVER,

THE CANADIAN PACIFIC RAILWAY PROPOSED SAILINGS FROM HONGKONG, ST. JOHN, N.B., AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
"EMPEROR OF INDIA" SAT. 27th Jan.	"EMPEROR OF IRELAND" FEB. 23rd Feb.
"EMPEROR OF JAPAN" SAT. 24th Feb.	"EMPEROR OF IRELAND" FEB. 22nd Mar.
"MONTEAGLE" SAT. 23rd Mar.	"EMPEROR OF IRELAND" FEB. 19th Apr.
"EMPEROR OF INDIA" SAT. 20th Apr.	"EMPEROR OF IRELAND" FEB. 17th May.

Steamships leave HONGKONG at 7 A.M.
 THE DIRECT ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with Mail Expresses, and at ST. JOHN or QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10
 Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10
 "Monteagle" £43 " £45
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Government. Full particulars of application from Agents.
 Service of China and Japan Government. Full particulars of application from Agents.
 For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. GRADDOCK, General Traffic Agent for China.
 Corner Pender Street and Praya opposite Blake Pier.

6

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.
TAIKOO DOCK YARD & ENGINEERING CO.
 OF HONGKONG.
 50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.
 GRAVING DOCK 78' x 85' x 34' 6" Pumps empty Dock in 24 hours.
 THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
 100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.
 Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
 Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.
 MANAGERS AND AGENTS.

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

9

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELTA."
 Captain E. P. Martin, R.N.B., carrying His Majesty's Mails, will be despatched from this for Bombay, TO-MORROW, the 20th inst., 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MALWA", 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "CHINA", due in London on the 2nd March, 1912.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 8th January, 1912.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE (DIRECT),
 CALLING AT SINGAPORE, PENANG,
 COLOMBO, BOMBAY, KARACHI,
 ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the Brazils,
 to SOUTH AFRICA, PERSIAN GULF,
 RED SEA, BLACK SEA,
 LEBANT, VENICE and
 ADRICATICO PORTS.)

THE Company's Steamship

"PERSIA."
 Captain Cluauk, will be despatched as above
 on MONDAY, 22nd JAN., 1912.

This Steamer has capital accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 28th December, 1911.

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LATEST STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s str. *Nile* is expected to leave Singapore on the 22nd inst., a.m.
 The E. & A. str. *Eastern* left Sydney on the 17th inst. for this Port (via Queensland Ports, Port Darwin and Manila).
 The Austrian Lloyd's str. *Persia* left Shanghai for this port on the 17th inst. a.m., and will arrive here on the 20th inst.

SHIPPING REPORT.

The British str. *Fookang* reports: Mod. N.W. gale from Japan coast to Tung Yung; strong monsoon and high following sea with misty weather from thence to Hongkong.

PASSED THE CANAL.

January 2nd—Derfflinger, Laertes, 6th—Bellorophon, Bengale, Ernest Simons, Vorwarts, Rheuss, 9th—Aki Maru, Glenloch, Katana, Lenzos, Slavonia, Zedda, Kona, Preussen, 12th—Indramayo, Jason, Palawan, Pinyang, Wray Castle, Arcadia, 16th—Austria, Benvenue, Miyazaki Maru, Peru, Prinz Eitel Friedrich, Sithonia.

ARRIVALS AT HOME.

January 16th—Achilles, Antenor, Armand, Bahia.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	10 A.M.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon	See Special of Call.
LONDON and ANTWERP	NORE	10 A.M.	Freight and Passage.
VIA SINGAPORE, PEKING, NANG, COLOMBO, PORT SAID AND MARSEILLES	Capt. G. Phillips	24th Jan.	
SHANGHAI, MOJI, KOBE, NILE AND YOKOHAMA	Capt. E. F. Dady, R.N.R.	26th Jan.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, 19th January, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL	REMARKS
SWATOW and SHANGHAI	"SHUNTIEN"	On 19th Jan., 4 P.M.	
AMOI and SHANGHAI	"KALGAN"	On 20th Jan., 4 P.M.	
SHANGHAI	"ANHUI"	On 20th Jan., 4 P.M.	
MANILA, CEBU and LOILO	"TEAN"	On 23rd Jan., 4 P.M.	
HAI-PHONG (Hoihow for Mails only)	"SUNGKIANG"	On 24th Jan., 10 A.M.	
SHANGHAI	"CHENAN"	On 25th Jan., 4 P.M.	
SHANGHAI	"LINAN"	On 27th Jan., 4 P.M.	
MANILA, CEBU and ILOILO	"KAIFONG"	On 30th Jan., 4 P.M.	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck; aft Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINCHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on, through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight and Passage apply to—BUTTERFIELD & SWIRE, AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers, Electric Light, Excellent Cuisine.

SWATOW, AMOI AND FOCHOW

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	SUNDAY, 21st Jan., at 10 A.M.
"HAITAN"	Capt. J. S. Rosch	THURSDAY, 25th Jan., at 11 A.M.
"HAIFANG"	Capt. J. W. Evans	SUNDAY, 28th Jan., at 10 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 19th Jan., at 11 A.M.
		TUESDAY, 23rd Jan., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—DOUGLAS, LAIR & Co., GENERAL MANAGERS.

Hongkong, 19th January, 1912.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:	STEAMERS	TO SAIL
S.S. AMBRIA		19th Jan.
S.S. GOLDENFELS		28th Jan.
S.S. SUEVIA		15th Feb.
S.S. BELGRAVIA		26th Feb.
S.S. SACHSEN		8th March.
S.S. C. FERD. LAETZ		30th March.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 19th January, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND MOJI	"NAMSANG"	Friday, 19th Jan., 10 A.M.
MANILA	"LOONGSANG"	Saturday, 20th Jan., 2 P.M.
SHANGHAI via SWATOW	"CHOYSANG"	Sunday, 21st Jan., 10 Light.
SINGAPORE, PENANG & CALCUTTA	"FOONGSANG"	Tuesday, 23rd Jan., Noon.
MANILA	"YUENSANG"	Saturday, 27th Jan., 2 P.M.
SANDAKAN	"MAUSANG"	Wednesday, 31st Jan., Noon.

FOR THE MANILA CARNIVAL—FEBRUARY 3rd to 10th, 1912.

A special reduced fare of \$50 for Return Passengers will be issued for our sailings to Manila of the 20th and 27th January, available for 30 days from Date of issue. Passengers taking out these tickets are exempt from the Head Tax.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and returning via Kobe Inland Sea and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted through out with Electric Light.

Taking Cargo on through Bills of Lading to Yagatae Ports, Tsingtau, Wethaiwei, Chetoo Tientsin and Nowohwang.

1. Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Urakan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

or F. Freight or Passage, apply to—JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 19th January, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Ports in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 19th Jan., at Noon.
OHIO MARU	21,000	W. W. Greene	FRIDAY, 16th Feb., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 8th March, at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 15th Mar., at Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 19th January, at Noon.

INTERMEDIATE SERVICE.

THE Twin Screw S.S. "NIPPON MARU," 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 8th March, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,500	TUESDAY, 13th Feb., at Noon, 1912.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.

THE Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 13th February, at Noon.

FARES FROM HONGKONG:

To LONDON	\$71-10-0
To VALPARAISO	\$57-0-0
To HONOLULU	\$23-0-0
To SAN FRANCISCO	\$23-0-0
To CHICAGO	\$35-10-0
To NEW YORK	\$40-0-0
To LONDON via NEW YORK	\$45-0-0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "OHIO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to—

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for KWANG CHOW WANG and HAIPHONG, on WEDNESDAY, the 31st JAN., 1912, at 9 A.M.

For Passage and Freight apply to—P. THOMAS, M.M. Co.'s AGENT.

Hongkong, 19th January, 1912.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.)

FOR	STEAMERS	TONS	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	6,128	WED'DAY, 24th Jan., at 11 A.M.
	"SEATTLE MARU"	5,182	THURSDAY, 22nd Feb., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"PANAMA MARU"	6,059	SATURDAY, 3rd Feb., at 11 A.M.
	"MEXICO MARU"	6,064	TUESDAY, 5th March, at 11 A.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation forsteage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Pressure and Furcocks. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMUI via SWATOW and AMOI	"DALIN MARU"	SUNDAY, 21st Jan., at 10 A.M.
ANPING via SWATOW and AMOI	"SOSHU MARU"	WED'DAY, 24th Jan., at 8 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

772-778

S. HIROI, MANAGER

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR

MARSEILLES AND LONDON
Colombo, India, Australasia, Egypt, Brindisi, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to	Connecting Steamers from HONGKONG	Due from Colombo to MARSEILLES & LONDON	Due from MARSEILLES & LONDON
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons
ARCADIA	7000	February 3	MANITUA	11000
HIMALAYA	7000	February 17	MACEDONIA	10500
ASSAYE	7500	March 2	MOREA	11000
INDIA	8000	March 16	Through Steamer	
DEVANHA	8000	March 30	MOLOVIA	11000
DELTA	8000	April 13	MALOJA	12500
ASSAYE	7500	April 27	MONGOLIA	10000
OCEANA	7000	May 11	MALWA	11000
DEVANHA	8000	May 25	CHINA	8000
DELTA	8000	June 8	MACEDONIA	10500
ARCADIA	7000	June 22	MOREA	11000

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd £48.8 2 72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave to	Due from
	HONGKONG	LONDON
NYANZA	about February 7	about March 22
NILE	about March 6	about April 19
NUHIA	about April 3	about May 17
SUMATRA	about April 17	about May 31
ANAMUR	about May 1	about June 14
PAWLAN	about May 15	about June 29
BOHNEO	about May 29	about July 13
SYRIA	about June 12	about July 27
NOE	about June 26	about August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.00 SINGLE £82.10 RETURN.

2nd £38.10 £57.4

For further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT

1086

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	HIRANO MARU	9,000	WED'DAY, 31st Jan., at Daylight.
	TANGO MARU	8,000	WED'DAY, 14th Feb., at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU	7,000	TUESDAY, 30th Jan., at Noon.
	SADO MARU	7,000	TUESDAY, 13th Feb., at Noon.
	SANUKI MARU	7,000	SATURDAY, 27th Jan., from Kobe.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	6,000	FRIDAY, 19th Jan., at Noon.
	YAWATA MARU	5,000	FRIDAY, 16th Feb., at Noon.
BOMBAY via SINGAPORE and COLOMBO	WAKASA MARU	7,000	MONDAY, 22nd Jan.
KOBE and YOKOHAMA	AKI MARU	9,000	THURSDAY, 1st Feb., at 11 A.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU	6,000	WED'DAY, 14th Feb., at Noon.
SHANGHAI, MOJI and KOBE	CEYLON MARU	6,000	WED'DAY, 31st Jan.
KOBE	JINSEN MARU	4,000	FRIDAY, 19th Jan.

§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN KOBE & CALCUTTA.

REGULAR, FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"KIRIN MARU," 4,000 tons, Capt. Deguchi, Thursday, Jan. 18th

1912 PASSENGER SEASON 1912

STEAMER	TONS	CAPTAIN	FROM HONGKONG
TANGO MARU	8,000	K. Kawara	February 14th.
KAMO	9,000	F. L. Sommer	February 28th.
AKI	9,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Moses	March 27th.
KAGA	7,000	M. Hargno	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.

